

# **Newberg Pavement Maintenance and Funding Master Plan**

## **Ad-Hoc Advisory Committee Meeting #1**

**Thursday, July 14<sup>th</sup> 3:45 – 5:30**

Permit Center – Large Conference Room, City Hall

## **Meeting Summary**

### **Committee Members Present:**

Bob Andrews, Mayor  
E.C. Bell, Chehalem Valley Presbyterian Church  
Carr Biggerstaff, Chehalem Valley Chamber of  
Commerce  
Don Clements, CPRD  
Fred Gregory, GFU  
Dave Hampton, Friendsview Retirement  
Community  
Patrick Johnson, Council  
Greg McKinley, A-DEC  
Dave Parker, Newberg School District  
Jack Reardon, Citizen  
Maureen Rogers, Chapters Books and Coffee  
Bill Rourke, Citizen  
Matt Zook, City Finance

### **Staff and Consultant Team Present:**

Jay Harris, City of Newberg  
Kaaren Hofmann, City of Newberg  
Krey Younger, GeoDesign  
Kristen Kibler, JLA  
Tony Roos, Kittelson

### **Welcome/Meeting Purpose/Committee Protocols**

Introductions were led by facilitator Kristen Kibler. The committee had been formed to provide input as the city and consultant team to develop a plan to address the funding gap for maintenance needs on Newberg roads. The City Council has directed the project team to move toward a plan that will maintain the average PCI – pavement condition index. The Advisory Committee will help shape policy on how road maintenance and preservation projects are prioritized (moving from a reactive to a proactive approach) and help the city determine how to equitably allocate the cost share.

The purpose of the first meeting of the Advisory Committee was to understand pavement management and current funding for pavement preservation and maintenance in the city. The group also discussed community expectations and issues to consider related to funding of pavement maintenance and prioritization of projects.

The group agreed to basic ground rules and will be using city email addresses. They will allow a brief period for public comment at the beginning of each meeting.

## **Project Schedule**

Consultant project manager, Tony Roos of Kittleson, gave a brief overview of the schedule to develop the plan and the committee meeting topics. There will be a public meeting and small group stakeholder meetings in September and October. See schedule document.

## **Pavement Management Presentation**

Krey Younger of GeoDesign Engineers gave a presentation on pavement conditions and how pavement is preserved, maintained, and repaired. Roads/pavement are a major asset for any city, so management of their condition is important. He briefed the group on the value of the infrastructure, annual funds available for pavement maintenance, the classification of pavement conditions (PCI – Pavement Condition Index, last one is 2014), types of maintenance and rehabilitation measures and when they apply, and he described the issues with today's method of reactionary maintenance. There are currently no formal policies in place for allocating road maintenance funds.

The group understood the need to maintain pavement and understood that there is a funding gap for doing so. The group was asked to represent their communities and advise the project team in the approach a decision matrix (for allocating funding/selecting projects) and advising on a fair allocation of the cost share.

There was discussion on current funding, how other cities are doing it, ideas for funding, etc. Many funding sources (bonds, gas tax, etc.) would need to go to voters or need others (county or state) to help implement. A local fee can be implemented completely by the City. The group will discuss methods for fee allocation at a later meeting.

Some of the additional questions about maintenance included:

- When is the PCI information from? 2014
- Do we have info on subgrades? (Yes, some information)
- Do we have info on other underground infrastructure? (this info is collected prior to project level)
- Consider other underground needs (pipes etc) when determining which roads to repair.
- A decision matrix for pavement management will be developed.
- Most pavement work does not occur in winter.

## **Community Expectations – Discussion on pavement conditions and funding**

The group debriefed from the technical information on pavement management and funding and discussed what this meant for the community. They were asked what will be important to know or understand as the City prepares to establish new local funding. The group talked about what the community will want to know and what concerns they may have.

The following documents issues, concerns, and questions raised:

- Communications will be important, need to tell the story
- How did we get here?
- Assumption of mismanagement
- Can't use other utility restricted funds
- Transparency (tell people how we pay for lights)
- Charge all users (gas tax)
  - What is a local gas tax
  - Where does it go?
  - (electric vehicles – affects future funding)
- What are major projects that use gas tax? (capita i.e. Villa Rd.)
  - (2 major funds – TSDC – capacity incr. projects)
- What about a 5 or 10 year levy for transportation; there is room for a levy
- Show the PCI map to people (a lot of people live in “green” stress importance of maintenance)
  - At some point they will be in worse condition
- Why spend \$ on one street rather than another
- Geographic equity? (neighborhood improvement)
- Differences in cost to collect \$1. Do we get less per \$1 gas tax, than fee FIND OUT
- What do other cities do?
- To “sell phase 1” need to talk about phase 2
- Socioeconomic issues (phase 1)
  - Geographic
  - What does a street utility fee look like, link to actual projects
  - Terms
  - Show costs on projects
- How big does the street utility fee need to be to get variety of set up projects on project list
- Would every homeowner pay some?
- Does it have to be that way?
  - Ease of implementation
  - Simplicity of use
- Let county collect?
  - Might then be a county fee/assessment (phase II)
- Is street fee part of rate review?
- Messaging – the map showing PCI (pavement conditions) will show green lines (better condition roads) turning to more red lines (poorer condition roads) over time if there are no changes to current maintenance funding
- Want it to be equitably improved
  - Maintained
- Do we push \$ to red area (balance)?
- Can we use current for funding amount
  - Green area and then show program in red area
- Much of today's problem is, because of no crack sealing (front line maintenance item)

- Phase II idea – state loan
- How do we convey the funding perception
  - Take \$1 and share portions of spending for city budget and street fund
- Likelihood of gas tax increase
- What would gas tax be with inflation since it began
- Share the gap – what we spend vs. spend need to maintain
- Are there comparables for city spending efficiently
- [How much are other cities spending on transportation – compare]
- Every year things cost more

### **Next meeting**

The next meeting will be on August 3<sup>rd</sup> at 3:45 p.m. in the same location. The group will discuss ways to prioritize pavement maintenance in the future. The team will share scenarios based on computer modeling.

A doodle calendar poll will be distributed via email for the third meeting scheduling.